

## ABSTRACT

A method of controlling ignition timing of an engine. In the control  
5 method, final ignition timing for performing ignition is calculated by adding  
a variation component to a set ignition timing. According to the final  
ignition timing, an indicated average effective pressure of an in-cylinder  
pressure detected when ignition is performed is calculated. An ignition  
timing characteristic curve indicating the correlation between the indicated  
10 average effective pressure and the variation component is estimated and  
optimal ignition timing is calculated from the characteristic curve.  
Feedback control for converging the set ignition timing to the optimal  
ignition timing is then performed. Consequently, the ignition timing is  
controlled to an optimal ignition timing corresponding to a current  
15 operational state of the engine.